

SR 167 HOT LANES PILOT PROJECT TOLL SETTING

BRIEFING PAPER

Prepared for the
December 2007 TRANSPORTATION COMMISSION MEETING

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PURPOSE:

The purpose of this meeting is to provide drafted WAC language for setting the minimum and maximum tolls and provide WSDOT's recommendation on those rates for SR 167 HOT Lanes.

ACTION/OUTCOME:

Transportation Commission acts on WAC language with a minimum and maximum rate defined. The remaining process is outlined below:

- December 19th, 2007 – File CR 102.
- January 24th, 2008 – Commission holds public meeting in the SR 167 corridor.
- February 19th/20th, 2008 – CR 103 hearing held in the SR 167 corridor to adopt toll rates.
- March 21st/24th, 2008 – WAC takes effect.

BACKGROUND:

The Washington State Transportation Commission is responsible for setting the toll rate for the SR 167 HOT lanes. Specifically RCW 47.56.403 states, “the schedule of toll charges for high-occupancy toll lanes must be established by the transportation commission.” WSDOT, as the lead agency for the development, implementation and operations of SR 167 HOT lanes has developed a toll rate schedule of a minimum and maximum toll rate for the commission's consideration.

In order to determine what the appropriate minimum and maximum rates should be for SR 167 HOT lanes, two efforts were undertaken. The first effort was to conduct research on the toll rates set for other HOT lane facilities in the U.S. to understand how other experiences may be applied for SR 167. The second effort was to update the Traffic and Revenue Study (conducted in 2005) to take into account recently gathered information about drivers' willingness to pay on I-405, and to update the traffic volumes based on the latest data available.

What are the tolling objectives on other HOT lane facilities in the United States?

WSDOT contracted with Wilbur Smith Associates to develop a white paper to document what other HOT lanes facilities have done with regards to setting toll rates. This report is attached for reference. The key to setting toll rates is in determining the goals for implementing HOT lanes. Three different primary goals have been identified by operating HOT lane facilities:

- Maximize revenue collected in the toll lanes;
- Manage demand in the toll lanes to ensure free-flow conditions;
- Manage demand in the toll lanes to optimize the distribution of traffic between the general purpose (GP) and HOT lanes – that is, using pricing to fill the tolled lanes to optimum traffic levels.

Four other HOT lanes facilities in the U.S. were examined that could help us understand the SR 167 HOT lanes toll setting and operations. Their operations are briefly summarized here:

1. When the lanes initially were opened, the SR 91 Express Lanes in Orange County, CA focused solely on maximizing revenue with the need to pay back bonds that were issued to fund the facility. Now the SR 91 Express Lanes also considers traffic management goals as well as generating enough revenue to pay off the bonds used to build the lanes.
2. I-15 Managed Lanes in San Diego, CA has the base goal of ensuring free-flow conditions, specifically California level of service “C”, essentially maintaining about 60 miles per hour; I-15 is also specifically challenged to generate enough revenue to cover its operation and maintenance cost for the lanes.
3. I-25 HOT lanes in Denver, CO also has the base goal of ensuring free-flow conditions while maintaining travel time and reliable trips for buses.
4. I-394 MnPass Lanes in Minneapolis, MN aims to maximize the efficiency of the managed lanes by allowing the lanes to operate as close as possible to their maximum capacity.

For SR 167, RCW 47.56.403 states the goal to be *“to ensure that toll-paying single-occupant vehicle users are only permitted to enter the lane to the extent that average vehicle speeds in the lane remain above forty-five miles per hour at least ninety percent of the time during peak hours”*. This goal would be similar to I-394 in Minneapolis.

What are the minimum and maximum rates of other HOT facilities?

In the case of SR 91 and I-25, a time of day toll rate schedule is used. SR 91 has a schedule for each day of the week by each hour. I-25 has one rate schedule used for every day and it varies by time periods. I-15 and I-394 both use dynamic pricing where the toll rate adjusts based on traffic conditions. They both do have a minimum and maximum rate.

Exhibit 1 - Current minimum and maximum rates for each facility:

Facility	Project Length	Minimum Toll	Maximum Toll or Highest Toll Charged
I-394	9 miles	\$0.25 per section (\$0.50 for full-length trip)	\$8.00
I-15	8 miles	\$0.50 ⁽¹⁾	\$8.00 ⁽²⁾
91 Express Lanes	10 miles	\$1.15 during overnight hours; \$1.85 during midday hours	\$6.65 to \$9.50 during evening peak hours, depending on day of week
I-25 Express Lanes	5 to 7 miles, depending on access point	\$0.50	\$3.25
⁽¹⁾ Consideration is being given to increasing the minimum to \$1.25 to enhance revenues. ⁽²⁾ The published maximum toll in charts on Sandag's website is \$4, although rates can go as high as \$8 when needed to meet the project's speed objective.			

What does the SR 167 Traffic and Revenue Report say?

Wilbur Smith Associates (WSA) recently updated the 2005 Traffic and Revenue Report to reflect new data obtained over the last two years. In addition, they conducted two additional model runs to see how various assumptions would influence the toll rates.

The previous base model was updated to reflect current traffic volumes on SR 167, incorporate the stated preference survey conducted for I-405, update access locations based on the current design and use the current tolling algorithm concept. The assumption that most influence the change in toll rates and revenues was the survey information used from I-405. This updated model is called the New Base model.

The second model used all of the updated information used in the New Base model except for the new survey information. The 2005 value-of-time assumptions were used instead. This model is called the Higher VOT model.

The third model used the New Base model but increased the traffic by 10%. This effort was to see what those abnormally high traffic days would do to the toll rates. This model is called the Higher Traffic model.

Exhibit 2 (Page 5) shows the toll rates as determined from each model by time periods in the years 2008, 2010, and 2012. The rates which are \$5.00 or higher have been highlighted. The highest that the rate gets is \$10.00 in the Higher VOT model and the Higher Traffic model in 2012. The New Base model shows \$8.00 as the highest toll rate.

Exhibit 3 (page 6) shows the total revenue projected for the 4 year pilot fore each model used including the 2005 model.

Exhibit 2 *
Toll Rate by Direction

Time Period	Toll Rates to Maximize Usage(1)					
	New Base(2)		Higher VOT(3)		Higher Traffic (4)	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
2008						
AM Peak 1 (530-700 a.m.)	\$1.00	\$0.50	\$2.00	\$0.50	\$1.75	\$0.50
AM Peak 2 (700-800 a.m.)	0.75	0.50	2.00	0.50	2.00	0.50
AM Shoulder (800-900 a.m.)	0.50	0.50	0.50	0.50	0.50	0.50
Midday (900 a.m.-230 p.m.)	0.50	0.50	0.50	0.50	0.50	0.50
PM Shoulder 1 (230-400 p.m.)	0.50	0.75	0.50	1.75	0.50	2.25
PM Peak 1 (400-500 p.m.)	0.50	2.25	0.50	5.00	0.50	7.00
PM Peak 2 (500-600 p.m.)	0.50	1.75	0.50	4.00	0.50	5.50
PM Shoulder 2 (600-700 p.m.)	0.50	0.50	0.50	1.00	0.50	1.50
2010						
AM Peak 1 (530-700 a.m.)	\$1.00	\$0.50	\$2.50	\$0.50	\$2.25	\$0.50
AM Peak 2 (700-800 a.m.)	1.00	0.50	2.50	0.50	2.50	0.50
AM Shoulder (800-900 a.m.)	0.50	0.50	0.50	0.50	0.75	0.50
Midday (900 a.m.-230 p.m.)	0.50	0.50	0.50	0.50	0.50	0.50
PM Shoulder 1 (230-400 p.m.)	0.50	1.00	0.50	3.25	0.50	4.50
PM Peak 1 (400-500 p.m.)	0.50	3.50	0.50	9.00	0.50	8.00 (5)
PM Peak 2 (500-600 p.m.)	0.50	2.75	0.50	7.00	0.50	7.00 (5)
PM Shoulder 2 (600-700 p.m.)	0.50	0.75	0.50	2.50	0.50	2.00 (5)
2012						
AM Peak 1 (530-700 a.m.)	\$1.50	\$0.50	\$3.50	\$0.50	\$3.25	\$0.50
AM Peak 2 (700-800 a.m.)	2.25	0.50	4.50	0.50	5.00	0.50
AM Shoulder (800-900 a.m.)	0.75	0.50	1.00	0.50	1.25	0.50
Midday (900 a.m.-230 p.m.)	0.50	0.50	0.50	0.50	0.50	0.50
PM Shoulder 1 (230-400 p.m.)	0.50	3.00	0.50	6.50	0.50	10.00 (6)
PM Peak 1 (400-500 p.m.)	0.50	8.00	0.50	10.00	0.50	10.00 (6)
PM Peak 2 (500-600 p.m.)	0.50	2.50	0.50	10.00	0.50	10.00 (6)
PM Shoulder 2 (600-700 p.m.)	0.50	1.25	0.50	3.75	0.50	3.50 (5)

(1) Expressed in 2008 dollars.

(2) New Base Scenario includes updated assumptions regarding willingness to pay and some network changes for validation to updated traffic volumes.

(3) Higher VOT (Value Of Time) Scenario includes original value-of-time assumptions from 2005 study, updated traffic volumes, and some network changes from New Base.

(4) Higher Traffic Scenario includes same assumptions as New Base but with 10 percent higher traffic volumes.

(5) Very little sensitivity to toll rates; most of available capacity may be taken up by HOV traffic.

(6) Very little sensitivity to toll rates.

* Provided by Wilbur Smith Associates

Exhibit 3
Estimated Annual Gross Toll Revenue

Year	Annual Gross Toll Revenue							
	In 2008 Dollars(1)				Adjusted for Financial Planning Purposes(2)			
	2005 Study	New Base(3)	Higher VOT(4)	Higher Traffic(5)	2005 Study	New Base(3)	Higher VOT(4)	Higher Traffic(5)
2008	\$1,045,000	\$735,000	\$1,654,000	\$1,172,000	\$999,000	\$708,000	\$1,455,000	\$1,003,000
2009	1,537,000	1,026,000	\$2,402,000	1,781,000	1,449,000	973,000	1,927,000	1,435,000
2010	1,955,000	1,238,000	\$3,013,000	2,338,000	1,818,000	1,155,000	2,204,000	1,773,000
2011	2,632,000	1,920,000	\$4,150,000	3,223,000	2,360,000	1,758,000	2,941,000	2,274,000
2012	3,544,000	2,978,000	\$5,716,000	4,442,000	3,065,000	2,677,000	3,923,000	2,915,000
Percent Difference from 2005 Study								
2008		-30	58	12		-29	46	0
2009		-33	56	16		-33	33	-1
2010		-37	54	20		-36	21	-2
2011		-27	58	22		-26	25	-4
2012		-16	61	25		-13	28	-5

NOTE: First year revenues have been reduced by 30 percent to take into account the effects of ramp-up in demand; second-year revenues have been reduced by 10 percent.

- (1) From traffic analysis, reflecting values of time in 2008 dollars.
- (2) Adjustments reflect potential impact of inflation on toll rates, potential impact of dynamic pricing on toll rates in transition periods, and potential impacts of transponder distribution levels in off-peak periods.
- (3) New Base Scenario includes updated assumptions regarding willingness to pay and some network changes for validation to updated traffic volumes.
- (4) Higher VOT Scenario includes original value-of-time assumptions from 2005 study, updated traffic volumes, and some network changes from New Base.
- (5) Higher Traffic Scenario includes same assumptions as New Base but with 10 percent higher traffic volumes.

* *Provided by Wilbur Smith Associates*

What other issues are important to consider when setting toll rates?

A major issue in traffic modeling needs to be understood before establishing toll rates: traffic models are only as good as the data used. With SR 167, the most current traffic volumes have been used in this latest assessment. Additionally, traffic growth was re-evaluated between 2005 and 2008 and adjusted as appropriate. While traffic information is as good as we can get, the available information on drivers' value of time is *much less reliable*. We will not fully understand the value of time for SR 167 drivers until we actually start to operate the HOT lanes. To further complicate matters, other facilities have witnessed drivers' willingness to pay increase beyond the *modeled* expectations once these facilities have started operating.

Therefore in determining rates, we can not rely solely on results from project specific models. Looking at other similar facilities currently under operation also needs to be carefully considered. With that, I-394 in Minneapolis appears to be the most similar to SR 167 in both operations and configuration.

In looking at three days of HOT lane toll rates on I-394, the typical minimum toll rate is \$0.75 even though the minimum rate allowed is \$0.50. This is relatively consistent across all three days. The maximum toll rate actually varied between \$5.80 and \$8.00. In talking with Wilbur Smith Associates who are one of the consultants working for MnDot on this project, the \$8.00 toll rate typically is hit when there is a non-reoccurring event (incident) on the roadway.

Other items to consider are setting the minimum rate to cover at least the cost of processing the transaction and also setting the maximum rate high enough so that it does not force the lane to frequently switch to 'HOV Only' operations. Public acceptance of the maximum rate is also important. Setting the rate too high might only further the miss conceptions that HOT lanes are "Lexus Lanes".

How will WSDOT operate the HOT Lanes?

HOURS OF OPERATION - Currently the HOV lanes on SR 167 operate only between 5 am and 7 pm. Outside of these times the HOV lane operates as an additional general purpose lane.

Because congestion and other traffic events do not follow a strict daily schedule, and because the HOT lanes will provide WSDOT with greater capabilities to manage both the HOT lanes and facilitate maximized throughput on all lanes of SR 167, it is possible that the HOT lanes will run tolling operations earlier or later each day than the SR 167 HOV lanes operate today.

It is WSDOT's goal to run tolling operations when warranted by traffic conditions to help maximize throughput along SR 167. WSDOT will regularly monitor the HOT lanes and the calculated toll rates and open the HOT lanes to all traffic only when conditions have calmed to a point where congestion is no longer likely for an extended period. To the driver, this means that HOT lanes may operate in a tolled condition longer than the hours of operations for the current SR 167 HOV lanes.

HOV POLICY – Since the inception of the pilot project, WSDOT has planned that the HOT lanes be non-tolled for two plus person carpools, vanpools and transit as is the current HOV policy. The rationale in doing this is twofold. First, SR 167 was chosen to test HOT lanes because it was the only corridor where the HOV lane was underutilized at the two plus person carpool designation. Second, if we required all users to pay a toll, except for “transit and vanpool vehicles owned or operated by any public agency” per RCW 47.56.403, more than 80% of the current users of the SR 167 HOV lane would no longer be allowed in the lane without paying a toll. WSDOT saw this to be a ‘take away’ from an active user group of our system and did not feel that doing this at the start of the pilot project was in the best interest of getting public acceptance.

CONSIDERATIONS:

Minimum toll rate

The minimum toll rate being used by San Diego, Denver, and Minneapolis is \$0.50. Having a minimum rate helps pay for the cost of each transaction, the added services that are deployed for HOT lanes such as enforcement, and the cost to maintain the toll system.

Having a minimum toll rate of \$0.00 is problematic when it comes to enforcement and would make the education of the system to the driving public more confusing.

Maximum toll rate

The following maximum toll rates provide a range of confidence levels that the rate will be achieved and therefore put the lane into ‘HOV ONLY’ status. Other observations are also included to assist in understanding the benefit or disbenefit of that rate:

\$7.00

- This is lower than any other HOT lane facility in operations.
- The maximum rate on most of the other HOT lane facilities is \$8.00.
- The other HOT lane facilities hit their maximum rate of \$8.00 but have not gone into an ‘HOV ONLY’ operation to date.
- WSA's confidence level that \$7.00 will rarely be hit over the course of the pilot project is less than 50%.

\$10.00

- This is higher than other HOT lane facilities in operation but all of them currently do hit their maximum rate. SR 91 in Orange County, California is currently at \$9.50.
- The analysis for SR 167 indicates that \$10.00 could be achieved within the course of the pilot project but the model finds no sensitivity to the toll rate.
- WSA's confidence level that this rate will rarely be hit over the course of the pilot project is 80%.

\$12.00

- This is higher than other HOT lane facilities in operation but all of them currently do hit their maximum rate.
- The analysis for SR 167 didn't identify \$12.00 being achieved within the course of the pilot project. The analysis did however find that a \$10.00 toll rate did not have any sensitivity to the number of vehicles that still wanted to buy into the HOT lane.
- WSA's confidence level that this rate will rarely be hit over the course of the pilot project is 95%.

WAC Language

See next page.

WSDOT Toll Operations & 167 Project staff plan to provide a recommendation to the commission at the meeting.

For further information, contact: Patty Rubstello, UCO Traffic Policy Engineer, (425) 450-2720 or David Pope, WSDOT Tolls Policy & Planning Manager, (253) 534-4673.

Chapter 468-270 WAC

SETTING TOLL AMOUNTS FOR TOLL FACILITIES IN WASHINGTON STATE Last

Update: 6/8/07WAC

468-270-010	Who sets the toll rates and exemptions?
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468-270-100	What vehicles are exempt from paying tolls on the SR 167 HOT lanes?

WAC 468-270-010 Who sets the toll rates and exemptions?

The Washington state transportation commission determines and establishes toll rates for toll facilities in Washington pursuant to RCW 47.56.030; 47.46.100 (Tacoma Narrows Bridge); and RCW 47.56.403 (SR 167 HOT lanes).

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-010, filed 6/8/07, effective 7/9/07.]

WAC 468-270-020 Who collects the tolls? The department is ultimately responsible for collecting tolls. However, the department may contract with one or more independent toll collection companies to manage the day-to-day toll collection activities at its various toll facilities. All toll related revenues collected by any independent toll collection company through WSDOT are payable to the state of Washington.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-020, filed 6/8/07, effective 7/9/07.]

WAC 468-270-030 Definitions. "Authorized emergency vehicle" includes but is not limited to a vehicle of any fire department, police department, sheriff's office, coroner, prosecuting attorney, Washington state patrol, ambulance service, public or private or any other emergency vehicle as defined in RCW 46.04.040.

"Bona fide emergency" occurs when an authorized emergency vehicle, as defined herein, responds to or returns from an emergency call.

"Cash customer" means a toll customer who is heading eastbound and is paying the toll in cash on a trip-by-trip basis.

"Citizens advisory committee" means the citizens committee established by RCW 47.46.090 that advises the transportation commission on Tacoma Narrows Bridge toll rates.

"Department" means the Washington state department of transportation (WSDOT).

"Electronic toll collection (ETC) lane" means a lane in which the electronic toll collection system will read the transponder of each vehicle and automatically collect the toll without requiring the vehicle to slow its speed or stop.

"Good To Go!™" is the name of the department's electronic toll collection system.

"Good To Go!™" customer means a toll customer who participates in the department's "Good To Go!™" toll collection system.

"High-occupancy toll (HOT) lanes" means one or more lanes of a highway that charges tolls as a means of regulating access to or the use of the lanes in order to maintain travel speed and reliability. HOT lane supporting facilities include, but are not limited to, approaches, enforcement areas, improvements, buildings, and equipment.

"Transponder" means a radio frequency identification (RFID) unit attached to a toll customer's vehicle that transmits a radio signal to a reader mounted in the toll facility. The purpose of the transponder is to automatically identify the toll customer's vehicle as it passes through the toll facility. You will receive a transponder when you open a "Good to Go!™" account.

"Transportation commission" means the Washington state transportation commission whose duties and composition are set out in chapter 47.01 RCW.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-030, filed 6/8/07, effective 7/9/07.]

WAC 468-270-040 How are the tolls determined? In determining toll amounts, the transportation commission considers data and information provided by the department of transportation, public opinion and advice from any required citizen advisory committee. For the Tacoma Narrows Bridge only, in accordance with chapter 47.46 RCW, the commission must consider the toll rate advice of the citizen advisory committee and must set toll amounts that cover the debt and operations and maintenance until the indebtedness is repaid as required by law.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-040, filed 6/8/07, effective 7/9/07.]

WAC 468-270-050 What toll facilities are currently subject to this chapter? Currently, the Tacoma Narrows Bridge and SR 167 HOT lanes are covered by this chapter.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-050, filed 6/8/07, effective 7/9/07.]

WAC 468-270-060 How often will the toll rates for each toll facility be reviewed for potential change? The toll rates will be reviewed and subject to change at least annually and more often as necessary to ensure the toll revenue of each facility is meeting the payment requirements and/or traffic efficiency requirements for that facility.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-060, filed 6/8/07, effective 7/9/07.]

WAC 468-270-070 What will the toll rates be for Tacoma Narrows Bridge?

Rate table \$3.00 cash/\$1.75 "Good to Go!™"
(two axle vehicles)

Tacoma Narrows Bridge			
	Cash toll rate	"Good To Go!™" toll rates	
2 axle	\$3.00	\$1.75	
3 axle	\$4.50	\$2.65	(3)
4 axle	\$6.00	\$3.50	
5 axle	\$7.50	\$4.40	(3)
6 or more axles	\$9.00	\$5.25	
SR 167 HOT lanes			
To be determined			

Notes:

- (1) The base toll rate is the toll rate per axle. It is only used to calculate multi-axle rates, which are calculated as a multiplier of the base toll rate (\$1.50 for cash and \$0.875 for "Good to Go!" toll rates).
- (2) The "Good To Go!" toll rates are in effect through June 30, 2008, or until changed by the commission. If no further action is taken by the commission, on July 1, 2008, the cash toll rate column becomes the toll rate for all vehicles.
- (3) Rate rounded up to nearest five cents.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-070, filed 6/8/07, effective 7/9/07.]

WAC 468-270-075 What will the toll rates be for the SR 167 HOT lanes? A variable toll rate schedule will be operated and maintained by WSDOT at the direction of the Commission. Toll rates will vary based upon several factors including time of day, traffic volumes, traffic demand, and overall corridor performance. The toll rate schedule shall be adjusted as needed by WSDOT to meet HOV performance criteria as defined in RCW 47.56.403 and WAC 468-300-828 in order to maintain average HOT lane vehicle speeds above forty-five miles per hour, at least ninety percent of the time during peak hours. The lowest rates will be charged during times when traffic is lightest and will increase as traffic congestion increases.

The minimum toll rate is \$0.50 and the maximum toll rate is \$x.

WAC 468-270-080 When are these toll rates in effect?

The toll rates for each facility will take effect upon commencement of the tolling program on each new toll facility. Check the WSDOT web site at wsdot.wa.gov/goodtogo for updated information on the opening dates for the tolling programs.

(1) For the Tacoma Narrows Bridge toll rates will remain in effect until changed by the commission or removed due to final repayment of the project as provided by law.

(2) For the SR 167 HOT lanes, the tolls will remain in effect until changed by the commission.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-080, filed 6/8/07, effective 7/9/07.]

WAC 468-270-090 What vehicles are exempt from paying tolls on the Tacoma Narrows Bridge? Except as provided herein, all vehicles crossing the Tacoma Narrows Bridge in an eastbound direction must pay the required toll. All vehicles

that use the ETC lanes on the Tacoma Narrows Bridge must have a transponder and a valid "Good To Go!" account. Emergency vehicles not equipped with transponders must pay cash as a cash customer.

(1) Only the following vehicles providing service directly to the Tacoma Narrows Bridge are exempt from paying tolls, but must be equipped with transponders:

(a) Washington state department of transportation (WSDOT) maintenance vehicles directly involved in bridge and roadway maintenance on the Tacoma Narrows Bridge;

(b) Washington state patrol vehicles directly providing service to the SR 16 corridor in the vicinity of the Tacoma Narrows Bridge;

(c) Vehicles under the Tacoma Narrows Bridge design build contract that must cross the bridge as part of their construction duties to complete the requirements of the design build contract. This exemption status will expire on July 1, 2008, or upon completion of their construction duties, whichever comes first.

(2) Authorized emergency vehicles on bona fide emergencies as defined herein may apply for credit for their emergency trips and for the return trip from an emergency call.

(a) To be eligible for a credit, an authorized emergency vehicle must be equipped with a transponder and have an authorized prepaid account.

(b) Emergency vehicles that use the ETC lanes on a bona fide emergency may apply for a credit for each emergency trip. The credit must be applied for within six months of the trip date. The department will establish and oversee the procedure for emergency vehicle toll credits.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-090, filed 6/8/07, effective 7/9/07.]

WAC 468-270-100 What vehicles are exempt from paying tolls on the SR 167 HOT lanes? ~~RCW 47.56.403 establishes an exempt category of vehicles. The transportation commission may include other exempt vehicles before tolling commences.~~ Vehicles described in RCW 47.56.403 and WAC 468-510-101 are exempt from paying tolls, including transit buses and vanpool vehicles owned or operated by any public agency. All other vehicles using the SR 167 HOT lanes must pay the required toll. All toll-paying vehicles must have a transponder and a valid "Good To Go!" account.

[Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, §
468-270-100, filed 6/8/07, effective 7/9/07.]